

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents) Replace the existing deteriorating and functionally obsolete bridge. Improve traffic control and safety with added signals of the intersection of Routes 18 and 38 as well as the improved alignment and widths of the new roadways.							
MPO ID#: SBD Co SHOPP Roadway Preservation Lump Sum SHP03 in SCAG's RTIP/FTIP							
County: San Bernardino County		Narrative Location/Route & Postmiles Big Bear Lake Dam/ Bridge Replacement ; 08-SBd-18-PM44.2/44.7 Caltrans Projects – EA#: 227000_____					
Lead Agency: Caltrans							
Contact Person Tony Louka		Phone# 909-383-6385		Fax#		Email Tony_louka@dot.ca.gov	
Pollutants for which decision is needed		PM10		X		PM2.5	
						CO	
						Other	
Decision Proposed:		POAQC		X		Not POAQC	
						Accept Hot Spot Study	
Federal Action Needed (describe in Comments below)							
CE		EA or Draft EIS		X		FONSI or Final EIS	
						PS&E or Construction	
						Other	
Scheduled Date of Federal Action:							
Current Programming Dates (as appropriate)							
		PE/Environmental		ENG		ROW	
						CON	
Start		7/98					
End		7/07		2/08			
Project Purpose and Need (Summary): The purpose of the proposed project is to enable the Big Bear Municipal Water District (BBMWD) to improve the seismic strength of the dam and increase the capacity of the spillway to meet the anticipated flood conditions. The proposed project will improve channelization at State Route (SR) 18/38 intersection and relieve congestion for present and future years.							
Surrounding Land Use/Traffic Generators State Route 18 is a Federal Aid route functionally classified as a principal arterial. The surrounding area lies with the San Bernardino National forest with limited residential and recreational use. Tourist and recreational activities that are limited to the summer and winter months cause the peak seasonal traffic volumes. In addition, the corresponding peak-hour volumes are highly variable from day-to-day, week-to-week, and month-to-month.							
State Highway/mainline AADT, % trucks, truck AADT (opening year) Per Caltrans traffic Study November 2004, Traffic volumes (No build) for Existing year (2002) ADT (Average Daily Traffic) is 6200 with 6% truck traffic: Year forecasted ADT for year 2008 (opening year-No build) is 6740							
State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year) Per Caltrans traffic Study November 2004, ADT, Traffic volumes (No build) for traffic forecasted for year 2028 ADT is 8700, with 5% truck traffic							
If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:							
Cross-street AADT, % trucks, truck AADT (opening year) The existing Level of Service (LOS) for this intersection is "E" during typical season peak hours. Per Caltrans Traffic Study Report projected LOS for Existing, No-Build (2008-Year open, 2028-Horizon year) and Alternative 4 & 5 with three lanes (2008,2028) is C; D, F; D, F; D, F							
Cross-street AADT, % trucks, truck AADT (RTP horizon year) SR 38 North or east of SR 18/38 intersection: Existing year (2002) PM Peak hour (PH) ADT is 160/200 vpd; for year 2008 PH ADT is 171/237; For Year 2028 PH ADT is 219/277; % truck traffic not available							

Comments/Explanation/Details

Build a new 20.40-meter (66 foot-11 inch) three-lane wide bridge (Bridge No. 54-1177) over Big Bear Lake approximately 115 meters (370 feet) northeast of the existing bridge and dam. The approach roadway on Route 18 east of the new bridge would be realigned with increased curve radius -- improving (increasing) the design speed as well as the sight distance. The existing bridge would be abandoned and subsequently demolished. In addition, the approach roadways on both Routes 18 and 38 would be rebuilt to meet the new bridge elevation. The intersection would be widened and signalized, improving the intersection capacity and safety. Subsequently, the existing bridge would be relinquished to the BBMWD. The environmental document has passed the draft stage and is ready to go for final review and approval by FHWA. The proposed project is located in SCAB- a non-attainment area for PM_{2.5} pollutant. The air quality report is to be revised to include a discussion for PM_{2.5} hot spot analysis. The project is considered as a project of No air quality concern and needs concurrence through Interagency Consultation at SCAGs' TCWG meeting

REFERENCE:

Criteria for projects of air quality concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*